

<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>		<input checked="" type="checkbox"/> <b>POLICY DIRECTIVE</b> <input type="checkbox"/> <b>PROCEDURAL DIRECTIVE</b>
Subject <b>Managed Lanes DRAFT 10.16.12</b>		Number <b>TBD</b>
Effective	Supersedes <b>N/A</b>	Originating Office <b>Division of Transportation Development</b>

## I. PURPOSE

The Colorado Department of Transportation seeks to increase system efficiency and to provide multi-modal options for more reliable movement of people, goods and information in and through the state. The purpose of this Policy Directive is to ensure that the use of managed lanes is considered during the planning and development of capacity improvements on state highway facilities within Colorado.

## II. AUTHORITY

Colorado Transportation Commission, § 43-1-106, C.R.S.

## III. APPLICABILITY

This Policy Directive applies to all divisions, regions, offices and branches of CDOT and other entities intending to build capacity improvements on the state highway system.

## IV. DEFINITIONS

“Managed Lanes” are defined as highway facilities or a set of lanes where operational strategies are proactively implemented and managed in response to changing conditions. (FHWA, *Managed Lanes: A Primer*)

## V. POLICY

The use of managed lanes shall be considered during planning and development of capacity improvements on state highway facilities in Colorado. When applicable, the decision to not implement Managed Lanes shall be formally documented subject to Department guidance.

Managed Lanes provide the ability for the Department to respond changing conditions and provide operational flexibility and efficient operation of the multi-modal transportation system infrastructure by maximizing the number of vehicles or the number of people traveling through a given corridor. As congestion increases in a corridor, managed lanes can provide greater reliability of travel and also promote alternative travel choices. The challenge for transportation planners and highway engineers is to maximize the operation of transportation infrastructure by considering flexible, cost effective strategies for sustaining and enhancing the movement of people and goods.

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## **VI. FISCAL IMPACT**

Implementation will have a fiscal impact similar to other capacity improvement projects. The fiscal impact is indeterminate and will be project-specific, depending on the capacity improvement determined to be most suitable for the corridor.

## **VII. IMPLEMENTATION PLAN**

1. This Policy is effective immediately upon approval and shall apply to all system or corridor level studies which evaluate alternatives for additional highway capacity through expansion or operational improvements. It shall not apply retroactively to signed decision documents or ongoing NEPA studies beyond the alternative analysis phase.
2. The Division of Transportation Development shall notify all CDOT Program Engineers and Regional Planning Environmental Managers of the Policy Directive within one week of adoption.
3. CDOT staff shall develop guidance to support this Policy Directive.

## **VIII. REVIEW DATE**

This Policy Directive shall be reviewed within five years of the adoption date.

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Transportation Commission Secretary

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Date of Approval